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BIRTH.
On the 4th August, at 14, Seward Road, Shanghai, the wife of F. C. ARMISTEAD, of a son.
DEATHS.
On the 1st August, at the Beach Hotel, Chiaofoo, Eoan, the infant son of ARTHUR and MINNIE BERRY, of Shanghai, aged 6 months.
On the 4th August, at the General Hospital, Shanghai, FRIEDRICH WILHELM KARL ROLLWAG (of Herne, Westphalia), assistant, German Post Office, aged 20 years.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD (CL).
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 13th August, 1902.

The list of changes and appointments in the British Cabinet will be read with interest. There is nothing very sensational, but naturally where several names have been mentioned in connection with a post those whose selection does not get in are apt to express their surprise. For instance, Mr. James Lowther was strongly fancied in some quarters for the Chancellorship of the Exchequer, which has been given to Mr. C. T. Ritchie. The Lord Lieutenancy of Ireland, whose holder is not in the Cabinet, was similarly a post for which several candidates were freely suggested. The publication of the list may be taken to set at rest finally the rumours of Lord Curzon's recall from India to take up a position in the Cabinet. The appointments made to places in the Cabinet, as telegraphed by Reuters, are five in number. Mr. GEORGE WYNDHAM continues in the Chief Secretaryship for Ireland, which he has held since 1900; he has now a seat in the Cabinet, which was not his before. Mr. WYNDHAM is an interesting figure, and for some years has been looked on as a "coming man." Born nearly forty years ago and educated at Eton and Sandhurst, he joined the Coldstream Guards in 1883 and served in the Sudan campaign in 1885, winning a medal and the Khedive's star. Deserting the Army for political life, he became Mr. A. J. BALFOUR's private secretary and

went into Parliament. In 1898 he was made Under Secretary of State for War and two years later Chief Secretary for Ireland. As he has written on *North's Plutarch* in a series known as the "Tudor Classics," published a very excellent book on SHAKESPEARE's poems, and also dabbled in journalism, it will be seen that he is a versatile man. In connection with the post he holds it may be noted that Mr. WYNDHAM is, through his mother, a great-grandson of Lord EDWARD FITZGERALD, the famous Irish rebel. The Marquess of LONDONDERRY has been transferred from the Postmaster-Generalship, which he attained in 1900, to the Presidency of the Board of Education. Fifty years old now, Lord LONDONDERRY was, like Mr. WYNDHAM, educated at Eton, but he proceeded therefrom to Christ Church, Oxford. He entered Parliament as Conservative M.P. for County Down in 1873, and sat for that constituency until 1884, when he succeeded to his title. Two years later he was made Viceroy of Ireland. His connection with education is well known, and he was elected Chairman of the London School Board in 1895. Mr. C. T. RITCHIE, who goes from the Secretaryship of the Home Department to the post of Chancellor of the Exchequer, was born in Dundee in the Exchequer's education at the City in 1838, but he was a thoroughly identified member of the House of Commons from 1874 and from 1885 to 1892 for St. George's-in-the-East. Since 1895 he has represented Croydon. In 1885 he received his appointment as Secretary to the Admiralty. Next year he became President of the Local Government Board, with a place in the Cabinet. In 1895 he went to the Board of Trade, where he stayed until transferred to the Home Department in 1900. At the age of sixty-four Mr. RITCHIE goes to an arduous and thankless post, and will need all his abilities to cope with the duties which have rendered his predecessor, Sir MICHAEL HICKES-BEACH, so pessimistic in his recent speeches. Mr. A. AUGUSTUS DOUGLAS is a considerably younger man than Mr. RITCHIE, for he was born in 1851. He is another of the many Eton and Oxford Ministers who have helped to govern Great Britain, and proceeded to the Junior Temple in 1875. In 1880 he was elected M.P. for the St. Augustine's division of Kent, the county of his family. In 1893 he was made "Whip" to the Conservative Party, a post which soon brought him into notice. Two years after he became Parliamentary Secretary to the Treasury, holding this position in Lord SALISBURY's first and second ministries and for a short time in his third. In 1895, however, he was promoted to the office of First Commissioner of Public Works and Buildings, whence he now goes to the Secretaryship of State for the Home Department. Mr. J. AUGUSTUS CHAMBERLAIN, the new Postmaster-General, no doubt in the first instance owed his success in public life to his father, and has yet to make a great name. The responsibility of having a great father, it has been remarked, is apt to extinguish a son. Mr. AUGUSTUS CHAMBERLAIN was born in 1863, and went to Rugby and Cambridge for his education. As a Liberal Unionist he represents in Parliament East Worcestershire, in the "CHAMBERLAIN region" of England. In Lord SALISBURY's third term of office he was made a Civil Lord of the Treasury. Like his predecessor at the Post Office, the Duke of NORFOLK, Mr. AUGUSTUS CHAMBERLAIN has with the post a seat in the Cabinet.

Of the other changes notified in the telegram published to-day, the succession of the Earl of DUDLEY to the Lord Lieutenancy of Ireland has for some time been considered probable, though other names have been mentioned in connection with the position. Lord DUDLEY was born in 1866, was educated at Eton, and has travelled more than most Ministers, for he has been round the world. He was appointed Parliamentary Secretary to the Board of Trade in 1895. He is a great land-owner, having some 30,000 acres, including Jamaica estates. The Earl of HARDWICKE, now Under Secretary of State for the War Department, was born at the British Embassy in Paris in 1867. After leaving Eton, he joined the Wiltshire Regiment in 1885 and was an honorary *attaché* to the Vienna Embassy for five years. In 1900 he was appointed Under Secretary of State for India. Lord WINDSOR, who has been made Commissioner of Works, was born in 1857. He is another Etonian, proceeding afterwards to Cambridge. Like Lord DUDLEY he is a great land-owner, about 37,500 acres being his. He has been Mayor of Cardiff, and still is Lord Lieutenant of Glamorganshire. In 1891-2 he was Paymaster-General. Sir WILLIAM H. WALTON has received the Chancellorship of the Duchy of Lancaster as a reward for his services as chief "Whip" to the Conservative party. He is fifty-three years old and was formerly Captain in the

Grenadier Guards. A Junior Lord of the Treasury in Lord SALISBURY's first and second administrations, he became Patronage Secretary to that office in 1895. He succeeded to the baronetcy in 1899. Earl PERCY, the new Under Secretary of the India Department, is very young compared with the others in the list, for he was born in 1871. The eldest son of the Duke of Northumberland, he is connected on his mother's side with the Dukes of ARGYLL, who won the Newdigate prize for English verse. He has represented South Kensington in Parliament from 1895 onward. Last year he published a couple of books on Asiatic Turkey. His ability and family connections together point to speedy advancement for Lord PERCY.

The Hongkong Regiment, we understand, leaves for India in September, and will be replaced by the 9th Gurkhas.

Only one fresh case of plague was reported last night, a Chinese corpse being found floating in the Harbour.

In connection with the Coronation decorations, it should be mentioned that Yauwatt Police Station was handsomely set off with bunting and Chinese streamers.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—"Phaeton" \$10.

Messrs. Butterfield & Swire inform us that the s.s. *Prometheus*, due here to-morrow, brings forward some damaged cargo from the s.s. *Ajara*, which the Salvage Association recommended should be sent on to its destination.

Owing to the heavy rain yesterday, a landslide, fortunately not of a serious nature, occurred on the Peak Tramway. An express was issued by the management in the afternoon to say that traffic would be resumed at six o'clock last night.

An Chak, a postman residing at 44, Ladder Street, has been committed to the Criminal Sessions on a charge of stealing a letter that arrived from Manila on the 8th inst. He was searched in presence of Mr. E. C. Lewis, Acting Postmaster-General, and the letter was found in his breast pocket.

H.M. unprotected composite gun-vessel *Swift* will be offered for sale by public auction to-day at 3 p.m. as she at present lies in the Harbour. She is 180 feet long by 29 feet broad, and has a displacement of 756 tons. The Admiralty do not guarantee that the vessel is fit for further sea-service. A launch will leave Murray Pier at 2 p.m. and 2.45 p.m. to-day to convey intending purchasers aboard. Messrs. Hughes & Hough are the auctioneers.

Jou Tao-yung, Governor of Chekiang, by advice of Tootai Hui Tiag-kaa, Commissioner of the Chekiang Bureau of Foreign Affairs at Hangchow, has decided to make a general topographical survey of the province to locate the various coal and mineral resources in it for future development. The Chinese Minister at London has therefore been asked to engage a first-class mining engineer and mineralogist, who is expected to arrive in Shanghai by the beginning of October next.

Eho Park Palace, the favourite residence of the Empress Dowager, which has been under repairs and needed renovation owing to the vandalism and ravages of certain foreign troops soon after the fall of Peking, says the *N.C. Daily News* on the authority of a despatch from the Capital, will be ready for occupation by the 20th instant, and it is stated the Empress Dowager intends moving her Court there on or about the 26th. Of course the unlucky Emperor will have to follow his Aunt's train, it being hardly likely that His Majesty will again be allowed to "do things" alone as in 1898.

In view of the curiosity evoked as to the "water cure" form of torture which has been administered to certain unhappy Filipinos, it is perhaps of interest to recall the fact that it was employed in getting the famous poisoner, Madame de Brinvilliers, to plead guilty to her crimes. "She was taken to the torture chamber," says the historian, "where three buckets of water were prepared to be poured down her throat. It is not necessary, she said; and she spent the whole day in telling the horrible story—how she had tried ten times before succeeding in killing her father, and the like details."

The *Shanghai Mercury* writes:—"The native authorities here, we presume, awakened to the urgency of taking active steps towards the suppression of the unwelcome visitor cholera in their midst. At all events various parts of the settlement and practically all the city are embellished with fiery red placards, instructing the populace what they shall eat, and what they shall not, unless they wish to shuffle off this mortal coil just haste. It is hoped they will be in some way effective, and not so much waste paper spoiling architecture. One thing is certain, none can plead 'I did not see it.' They get you 100 yards off." The same paper says:—"A gruesome reminder of the terrible mortality prevailing among the native population just now is furnished for those whose business or pleasure takes them a short distance into the country, by the number of new coffins which are daily being deposited in the fields. Especially of the Hongkong district is this assertion true."

L'Echo de Chine says that M. Beau, the new governor of Indo-China, has arrived in Paris. M. Beau was in the country for the benefit of his health for some time.

The grand military manoeuvres to be held in Kishu, at which H.M. the Emperor of Japan will be present, are arranged to commence on the 27th October, says the *Nagasaki Press*, and will last for seventeen days. Work is now in progress on the conversion of the meeting hall of the Board of Commands of the Sixth Army Division at Yamamoto into a temporary Imperial Seat. The authorities of Kumamoto have decided to place the building of the Normal School and the Seisaku College at the disposal of the foreign officers and others who are permitted to witness the manoeuvres.

A telegram received by a Szechuen merchant in Shanghai from his family residing in Chingtu, says:—"The departments and districts round about the vicinity of Chingtu city are swarming with Boxers and their proselytes who openly teach and practise Boxer incantations and incantations, no one daring to say them any. In fact, it is freely reported that not a soldier, or inhabitant, or official, or notable of Szechuen, but is more or less influenced by Boxerism at the present moment, while the Viceroy Kuei Chun is criminally negligent." According to *L'Echo de Chine*, 900 rebels have been killed in Szechuen and order has been restored.

A correspondent signing himself "A Loyal Patriot" writes to the *Westminster Gazette* on the subject of "Hysterical Englishmen." He says in conclusion—"The man who 'sneezes' and is going to cheer De Wet's, I should think, first cousin to the strong, bronzed Englishman whose eyes fill with tears when he hears that his beloved King is out of danger. This latter, I must confess, I simply do not believe in, although I am assured of his existence in the *Daily Cryer*. Everybody is surely very glad that King Edward is convalescent, and we were all very sorry indeed to hear that he was seriously ill, but we did not go about 'with drawn, shocked faces and dull, pained eyes, scarcely daring to speak to each other above a whisper lest the sound of our voices should disturb the gracious Monarch stricken unto death on the very eve of his Coronation."

THE RAINSTORM.

The heavy rain which set in yesterday forenoon caused the streets to be flooded in many parts of the town. Queen's Road, as is usual in such circumstances, was under a considerable depth of water at several points. Opposite Connaught House the street was impassable about fifteen minutes, and the hotel and neighbouring shops were flooded. The frontage-owners here have much cause to complain, as this is by no means the first time that their premises have suffered through the rain this season. Lee House Street, Zettland Street, and other hill roads were more or less damaged by the torrential flow of water, and several minor landslides occurred.

THE CORONATION SUPPLEMENT.

The special Coronation Supplement to the *Hongkong Daily Press* will be published this evening, and will be on sale to-morrow. It will consist of twenty pages of reading matter and illustrations, eight pages of which deal with the Coronation of the King, and the remaining pages will contain all that which has appeared in this paper concerning the celebrations in Hongkong. The local matter has been carefully revised, so that the Supplement will be a reliable record of an interesting event in the history of the Colony. The local pages will be illustrated with reproductions of photographs of local scenes, the principals being "A group at Government House," H. E. Major-General Sir William Gascoigne and Prince Tsi Chen, "Sir Henry Blake reading the Proclamation of the King," "H.M.S. *Gloria*," "Men-of-War Saluting," "Hongkong Club," "Queen's Buildings," etc. The size of the pictures is 7 inches by 8. As the edition is limited, and many copies have been booked, orders should be sent in at once.

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 11th August.

CELEBRATING THE CORONATION.

The Coronation celebration in Canton consisted of illuminations and fireworks in the English Concession, Shammun, on Saturday night. Numbers of flower-boats remained at anchor opposite the band to witness the sight, and a very enjoyable evening was passed.

H. E. TAO MU'S RETIREMENT.

His Excellency the Viceroy has been anxiously waiting for the Imperial order for him to hand over the reins of office to the provincial governor Tak Sow. A telegram was sent by the Viceroy to make enquiries at Peking, and an answer has been received to the effect that His Excellency must wait till the arrival of the new *fu* (provincial governor) Li Hing-yui at Canton before he hands over the reins.

DEATH OF A GENERAL.

General Ma Shing-cher, who has been in Kwangsi for over ten years as assistant to Governor Ho Yun Chen, was killed in battle with the rebels in Kwangsi.

DENGUE FEVER.

Ninety per cent. of the people of Canton, native as well as foreign, have been suffering from dengue fever. Most of the patients, it is said, have been cured by doses of *lap-see-sha*, as suggested by your correspondent in his letter published on the 5th inst.

TELEGRAMS.

REUTERS'S SERVICE.

LONDON, 9th August.

THE CORONATION.

His Majesty the King is in excellent health. He went through the entire Coronation service without faltering, and gave the responses in firm, strong tones.

His Grace the Archbishop of Canterbury, the moment after placing the crown on His Majesty's head, was overcome, but recovered sufficiently to conduct the service. His Grace the Archbishop of York crowned Her Majesty the Queen.

On the conclusion of the service in the Abbey, Their Majesties, wearing their crowns, and carrying sceptres, drove to Buckingham Palace, which was reached at 2.05 p.m. Arrived there, His Majesty, in his full robes and wearing his crown, appeared on a balcony, and calling out the Queen, they both bowed to the assembled crowd. The wildest enthusiasm prevailed and Their Majesties were greeted with frantic cheers wherever they appeared.

LONDON, 9th August.

CORONATION ILLUMINATIONS.

The illuminations in London to-night are on a most magnificent scale. The scene is of the most gorgeous and dazzling description.

OBITUARY.

Hunter Bay has died of blackwater fever at Bah-el-Gazal, Sudan.

THE NEW POSTMASTER-GENERAL.

Mr. Austen Chamberlain has been appointed Postmaster-General.

THE WAR COMMISSION.

The War Commission will consist of Lord Egin and Escher, Admiral Hopkins, Sir John Jackson, Sir John Edge, and Sir Henry Norman.

THE IMPERIAL SERVICE ORDER.

The Imperial Service Order with medal inscribed for faithful service has been instituted in order to better recognise merits of civil servants of the empire.

JAPAN AND CAPE COLONY.

Two Japanese Government Commissioners have arrived at Durban. Their object is to report upon the trade relations between Cape Colony and Japan.

LONDON, 10th August.

THE KING'S HEALTH.

His Majesty the King bore the whole of the ceremonies in connection with the Coronation perfectly well, and with but little fatigue. He had a good night's rest, and his condition to-day is in every way satisfactory.

THE CORONATION CELEBRATIONS.

Bands of youths and girls singing popular airs are parading the streets, but the demeanour of the crowds is admirable.

THE REVIEW.

There will be one hundred warships assembled at Spithead for the Coronation review on the 16th instant.

A GIFT TO THE PEOPLE.

His Majesty has given Osborne House, to the people. In his letter of gift he says that Osborne is sacred to the memory of the late Queen Victoria.

LONDON, 10th August.

CABINET CHANGES.

The following changes and appointments in the Cabinet are notified in an official statement which has been published:—

Mr. George Wyndham—Chief Secretary for Ireland.

Marquess of Londonderry—President, Board of Education.

Mr. C. T. Ritchie—Chancellor of the Exchequer.

Mr. Akers-Douglas—Secretary of State, Home Department.

Mr. Austen Chamberlain—Postmaster-General.

The following have been appointed, but are not in the Cabinet:—

Earl of Dudley—Lord Lieutenant of Ireland.

Earl of Hardwicke—Under Secretary of State, War Department.

Lord Windsor—Commissioner of Works.

Sir W. H. Walcott, Bt.—Chancellor, Duchy of Lancaster.

Earl Percy—Under Secretary of India Department.

MUSIC FOR THE PUBLIC.

The programme of music to be played by the band of the 10th Bombay Light Infantry, on the New Parade Ground, to-day, from 5 to 6.30 p.m. (weather permitting), is as follows:—

March "Zingara" P. M. Costa
Selection "The Coster Song" Geoffrey Lancers
Lancers "The Pirates of Penzance" D. Albert
Pantalo "A Night in Berlin" Hartman
Valse "Dolores" Walden
Folk "The Jolly Blacksmith" J. Hartman
"God Save the King."

BEACHCOMBERS.

The telegram which we published yesterday regarding the piratical seizure by three Shanghai beachcombers of a pleasure yam and their subsequent attempt to get away with the craft, reminds one of the unusual number of that undesirable fraternity that is at present to be encountered in Hongkong. Several complaints have reached us lately about the annoyance which these loafers are causing to pedestrians, householders, and shopkeepers by their persistent demands for alms. The general feeling among the public here seems to be that the beachcombers are welcome to take as many gauds as they like as long as they clear out of the Colony for good.

THE FLEET AT SPITHEAD.

(BY OUR SPECIAL REPORTER.)

LONDON, 7th July.

Not the least of the disappointments suffered in consequence of the deplorable illness of His Majesty the King is that which has robbed the nation of the *edot* attending the Naval spectacle at Spithead. No event connected with the Coronation was more calculated to stimulate the imagination and arouse enthusiasm. Such a statement is not the mere guess of one, whose predilections favour "A Life on the Ocean Wave," but it is grounded upon recollections of the brave and impressive spectacles presented by the fleet at Spithead on the occasion of the Diamond Jubilee of her late Majesty Queen Victoria. On that memorable occasion the spectacle of the greatest Armada the world had ever seen fired the enthusiasm of the people as no other event did. Followed up as that display of power was by the marvellous feat of sending to sea in three weeks that noble Flying Squadron, with no "crock" amongst it, the humblest man in the street felt then that "Come the four corners of the earth in arms," the British flag and our commerce would surely be in safe keeping. Later on in those dark days of December, 1899, when disaster on disaster befall our arms on land, the first question asked with bated breath between man and man to tram and omnibus was "and what about our Navy—is that all?" The answer, soon came as to the personnel. Did not Scott and Lambton with their brave officers and men give a foretaste of their metal at Ladysmith? We have held our faith in the Navy through all trouble, and to-day we can give an object lesson to the world by presenting to the public gaze a fleet still surpassing in weight and numbers that of 1897, and that without weakening by a single ship the fleets stationed in foreign waters.

How one would like to have the experience and pen of a Fremantle—he is well known in Hongkong—to institute some sort of comparison between the Navy as in the early forties when Hongkong was won, and the Navy to-day, between the commerce of those ante-free-trade days and that of the present. But for the present we will confine ourselves to tangible present-day facts. Nay, shall we not, rather, be suspected of flattery in some of the remarkable disclosures that must follow? It is difficult to picture to oneself in any tangible shape that the value of the seaborne commerce of the British Empire approaches 1,400 millions sterling, and that the value of foreign commerce carried in British ships exceeds 350 millions sterling. Relative figures are always more easily assimilated than absolute figures, and if the reader will take pencil, paper, and footrule and draw a line seven inches long and call it £1,400,000,000 and draw another beneath it seven and three quarters long and call that £1,550,000,000 he will see in the first line British seaborne commerce and in the second line the total of that of France, Russia, Germany, Italy, United States and Japan. If the reader will in like manner draw a line five and a quarter inches long and call it 10,500,000 tons (British) and another two and a half inches long and call it 5,350,000 tons (total of six countries named) he will then be able to form some sort of estimate of the relative magnitude, first, of the value, and secondly, of the tonnage aloft which our Navy has to protect, not counting the lives and property of British subjects in the territories of the Empire totalling thirteen million square miles and four hundred millions of people, of whom one-eighth are white.

For further comparison it should be borne in mind that the British Empire is in extent 55 times that of France, 24 times that of Germany and 31 times that of the United States of America. Shall we add for the assistance of our mental picture that the Empire exceeds the area of the United Kingdom by 130 times, exceeds the area of Europe three times, covers a fifth of the globe and contains over a fourth of the human race. Millions are often meaningless to us, but it must be added that the value of the trade within the Empire exceeds £400,000,000 a year and still there is room for expansion.

That is the bald statement, as far as condensed figures can show the magnitude of the service for which we depend upon the Navy for protection. Will our confidence be justified in the hour of trial? Croakers notwithstanding, we think the answer is an emphatic "Yes," inasmuch as our strength is kept up to the ideal of its being "equal to the two next strongest powers plus a margin."

How then do we stand comparatively (neglecting the smaller Naval Powers) as to number of ships and displacement in regard to battleships, armoured cruisers and protected cruisers? Of these three classes Great Britain has 213 with a displacement of 1,751,000 tons while the total of the same description of the six States above mentioned is 333 ships with 2,360,000 tons.

Statistics are proverbially treacherous, but it must be admitted that the "margin" seems to be adequate as to tonnage and a comparison of speed, guns, and men seems to be equally satisfactory—keeping always in mind that line of Tennyson that "The fleet of England is her all in all."

Nothing teaches the individual so much as to deprive him of his breakfast, and no question affects our little island so much as its food-supply. This is one reason why our fleet is "all in all" to us. Deprived of command of the sea our forty millions would in three weeks be at starvation's door. Hence, that to feed these Isles, and to equip our Navy and mercantile marine we

have to import food stuffs to the value of £180,000,000 a year and more than half of that comes from the United States by an exposed sea route of 2,500 miles. Here lies the great controlling fact which dictates British policy whenever the attempt is made to tamper with freedom of trade. Inasmuch as seven-tenths of our most-supply and three-fourths of our grain-supply is water-borne, the superiority of our Navy is a paramount question no less for the safety of our overseas dominions than for the very physical existence of the mother country.

Portsmouth it was that Nelson had last of his active land and who can avoid recalling Nelson and his brave men when we see the good ship *Victory* which led the line in Trafalgar Bay, or help some comparison between the stately *Majestic* 14,000 tons and five others of her type, with that other *Majestic* which, on that glorious first of June, captured the *Sagami*. Of the *Majestic* class, and two berths from her, is the *Mars* on board of which occurred the terrible accident in April, when a 12-inch gun, having missed fire, exploded on opening the breech, killing two officers and nine men and seriously injuring seven others—whose experiences from the deadly gases must have been somewhat like those at St. Pierre after the explosion of Mount Pelée. Captain Barry may well claim the *Mars* as one of the best ships in the Channel Squadron for fighting purposes. Heading the line of these six ships is the *London* (15,000 tons) carrying the flag of the Commander-in-Chief; she is at once the most modern and most powerful of those present, for her batteries exert in five minutes firing a force capable of lifting 240,000 tons 10 feet high. Aboard of the battleships are the *Empress of India*, the *Resolution*, and *Revenge*.

The ten first-class line of battle-ships total close upon 150,000 tons displacement and 7,500 men. Of second-class battle-ships there are seven; third-class 5, and the armoured cruiser *Suffolk* of 19,000 tons and 21,000 horse power. One ship of this class, of which there are six in the British Navy, is on the China station and so powerful in their armament that they might even be pitched against the *Majestic* at a pinch.

So one might go on enumerating cruisers, destroyers, torpedo-boats and other ships to the number of 135 even down to the *Wye*, that "ornamented" Hongkong waters for so long, and back again to the Royal Yacht *Victoria* and *Albert* which after many tribulations is now pronounced satisfactory, and whose commander is one of the heroes of the Naval Brigade at Ladysmith, Commodore the Hon. Headworth Lambton, C.B.

Among the Fleet are many of no fighting value, but still of interest, the oldest being the *Seeflower*, launched in 1837, and used as a training ship. But the *Calliope* must not be forgotten, although she is turned off for training purposes, as is the *Clopatra*, well known in Hongkong a few years ago. The *Calliope* has a history not to be forgotten and will long be associated with the name of Captain Kings. This was the ship that came out of the harbour of Apia (Samoa) in that terrible hurricane of 1889 when the American ships *Trenton* and *Vandalia* foundered.

On looking for novelties one misses the *Turbinia* that created so much interest in 1897 by her great speed and recalls the painful incident of the loss of the *Viper* (time of evil omen).

Having run a survey over this vast concourse of vessels we must not forget the presence of a most formidable fleet of ships representing foreign and friendly powers. Japan has sent the *Asahi*, carrying the flag of Rear-Admiral Ijima, and the *Tokugawa*, the fastest ship present, being capable of doing 44 knots an hour. France is represented by the longest ship here, the *Yventin* of which it is believed France may well be proud. She has just returned from the visit to Kronstadt.

Germany is represented by the *Kaiser Friedrich III*, one of her ships of her type that carry oil-fuel. The armament of this vessel is of great power. Each of her 9.4 guns can fire two 350 lb. shots a minute, capable of piercing 30 inches of iron.

If our last ship, the *London*, is to yield to any other it is to the battleship *Illinois* of the United States Navy. She has four thousand tons less displacement than the *London* but has a heavier battery. Her four 12-inch 60 ton breechloaders can send a 1,100 shell through 68 inches of wrought iron. A feature of this vessel is that she carries no wood aboard of her. Italy, Spain, Holland, Chile, Denmark, Russia and other countries have each one representative; the only Power sending two ships being Japan, perhaps because she is now at war.

This is necessarily a very cursory review of the fleet which is to-day assembled as an illustration to the world of our preparation for the defence of the Empire and which in pursuance of that defence is capable of making at any time the enemy's coast the British frontier. Long may such a necessity be stayed off, but inasmuch as our "first line of defence" is in fact, as I believe you, branch of the Navy League claims it to be, our "only line of defence," it behooves the Nation to keep a sharp look out that we get efficiency as well in men and material as in organisation, for it is indisputably true that "If you wish for peace, be prepared for war." Strange indeed is it that we spend fifty millions a year on our army and less than fifty millions on our Navy. The former can be in part improvised, as we have found in South Africa, but the latter never

MARU'S ISLAND.

On the morning of the 24th ult., Baron Komura, Minister for Foreign Affairs, is reported to have waited on the Emperor and represented to his Majesty the Maru's Island question in detail, also reporting the despatch of the cruiser *Kangra* to that island.

Contrary to previous statements, the *Jiji* reports that the expedition organised in America to take possession of the island left Honolulu in a sailing ship on the 11th ult. As the leaders of the expedition may be ignorant of the relations between Japan and the island they will probably be surprised to discover the Japanese in possession and settled there. The Japanese in turn will be surprised at the appearance of a body of foreigners, and trouble might very likely ensue. The Japanese Government has therefore deemed it necessary to take precautionary measures and has instructed Mr. Ishii, Secretary to the Foreign Office, to proceed to the island and explain the situation to the American expedition on its arrival there. The *Jiji* adds that it was in 1879 (the *Kokumin* gives the date as 1883) that the Japanese first visited the island. Mr. Mizutani, the present lessee, visited the island for the first time in 1896, and sent over twenty labourers from Bonin Island in December of the same year and commenced the trade in "fool" birds—i.e. birds which allow themselves to be caught without attempting to escape, "boobies" English sailors call them. In the following year, Mr. Mizutani returned to Tokyo and obtained the lease, and in July 1898 it was announced that the island would be placed under the jurisdiction of the Tokyo-fu Government. The occupation of the island by Japan according to the law of nations is, it is urged, complete both in form and fact. It was in 1899 that the Americans first visited the island.

The *Osaka Mainichi* states that Mr. Mizutani took with him thirty-seven men and women when he first settled on the island. Many of them, however, returned, and the present number of permanent inhabitants is only six. From that time to the present the island has been visited twice by American vessels and in 1898 a warship called there for a supply of water and fuel. The fact of the occupation of the island by Japan is, it is thought, probably known to the American Government. Upon arrival at the island, the presence of a Japanese warship, but doubtless an understanding will be arrived at. The question is not likely to cause any trouble there, but will probably become a diplomatic one. The *Asahi* states that about 1898 an American sailing vessel visited the island and fired away at the Japanese residents there, carrying away water and coconuts. But surely this is incredible. In January last year another vessel called at the island and offered to carry away the inhabitants, who explained, however, that they were there of their own free will and bird-catching. The vessel then put to sea.

The *Osaka Asahi* publishes a letter from Honolulu, dated the 15th ult., which gives some particulars of the Rossbill expedition. "Guanu" is produced in large quantities on Marcus Island, which is also considered world make a splendid fishing station. Captain Rossbill, a resident of Honolulu, has declared that the island was discovered by himself. He addressed a memorial to the United States Government, declaring the island to be an American possession. He consulted with Mr. Peacock, a rich merchant at Honolulu and Mr. Thomas Ritch, an engineer, Marcus Island Company. Recently Captain Rossbill visited San Francisco to charter a vessel and make other preparations for proceeding to the island. There he learned (as already reported) that the island had been occupied by the Japanese. It is regarded as impossible for Captain Rossbill to abandon the scheme now, and the members of the expedition declare they will drive the Japanese away from the island. It is believed here (Honolulu) that the Japanese will not easily yield to the expedition and that a diplomatic question will ensue between the United States and Japan. Captain Rossbill and his party sailed from Honolulu on the 10th inst. in the sailing ship *Julia E. Whalen*, bound for Marcus Island. The crew of the vessel consists of Captain Rossbill, his mate, a cook, five sailors, and five coolies who will be employed in gathering guano. There were also with the expedition Professor Bryon, a naturalist, and Professor Schwick, a chemist, who will examine the animal and vegetable products of the island. Some is much speculation on the result of the expedition.

CONFUSION AT PEKING.

In its Notes on Native Affairs, the *N. C. Daily News* says—

A high official in Peking, writing to a friend in this port on the subject of developing the mineral resources of the Empire, complains that "everything is topsy-turvy in the Capital. The Head Office of the Department of Railways and Mines (Lu-Kung Chung-ku) has no power or say at all in anything relating to questions of which it is nominally the head; the Ministry of Foreign Affairs usurps everything. Whenever anyone presents a petition for permission to open a mine or construct a railway, the latter has never yet failed to pick such petitions to pieces or impose such heavy and absurd conditions that no sane person would consent to them. In fact these petitions rarely get as far as the Head Office of Railways and Mines, the documents being always squashed the moment they enter the Foreign Office! Chang Yu-mao (now an expectant Vice-President of one of the Six Boards) who is, nominally, Assistant Director-General of Railways and Mines, and stands third in the Department, with all the goodwill in the world is but a mere figurehead, with permission only to draw his salary and keep quiet. Although Tsochi Shien Tan, who was recently specially applied for by the Ministry of Foreign Affairs from the Governor of Shanxi to come to Peking to join the Department of Railways and Mines as an adviser and councillor, has arrived at the Capital, he is given neither power nor opportunity to exercise his talents, merely because the old fogies at the Foreign Office put a stop to all applications getting to the Department. That is the sort of 'reform' we are getting in Peking!"

LATEST STEAMER MOVEMENTS.

The C.N. steamer *Changsha*, from Australia, Port, will leave Maifia on the 13th inst. for this port, and is due here on the 16th inst. at daylight.

The steamer *Maifia*, from Japan, China and Hongkong, arrived at New York on the 8th inst.

RUSSIAN OUTRAGE AT NEWCHWANG.

29th July.

Information has come to hand which will indicate the urgent necessity for the presence of gunboats or vessels of war other than those of Russian nationality at Newchwang. The Russians are riding the high horse in Manchuria and at Newchwang, the Provincial Treaty Port, thereby crushing all attempts at foreign development of trade unless Russian. The "open door," as far as Manchuria is concerned under present circumstances, is one of those recently coined but incongruous terms which are diplomatically used by Russians and others in high places to conceal the real facts of the case. Russia, it is true, is fighting for the "open door" in Manchuria, but it is only to be opened to Russia; other nations need not apply. Daily, weekly and monthly are the astute representatives of Russia in the Far East securing effective bolts to the "open door" which will enable them to make a firm barrier of that door against all comers, particularly the nation responsible for the opening of the most Treaty Ports in China to the trade of the world. On all prominent positions in and around Newchwang one might have recently observed large posters in Chinese characters stating that the Newchwang Steam Ferry Tug and Lighter Co. had made arrangements to carry on an inland navigation service and had secured the necessary passes enabling them to do so. The posters were placarded through the order of Messrs. Baudin & Co., the general managers. It was arranged that the first sailing should take place on 20th July to Tientsin, and a number of applications were made through the managers for towing native cargo-craft to that place, which is a rather important inland trade centre about 17 miles up the Liao River. The leading foreign merchant in the Port, thinking it would be a good method of inaugurating the service by having a picnic party on board, made all arrangements accordingly, and invited a number of guests to partake of his hospitality, on Sunday, 29th July, aboard the steam launch *Guilcar*, which it was hoped would be the pioneer of inland steam navigation in Manchuria. These arrangements were made without reckoning possible Russian aggression, which soon changed from goodwill to certainty, and word reached the Russian authorities at Newchwang of the posting of the notices, and the registration of the two launches *Guilcar* and *Koongtung*. Orders were given for the notices to be torn down; the poor unfortunate Chinese who posted them were seized and thrown into prison to await trial, while the Customs Commissioner was notified by the Russian Administrative Bureau that the service to Tientsin was to be discontinued, and that the *Guilcar* was to be used for the transport of Russian troops. At the same time they ordered the Commissioner to cancel the clearance papers which had been issued for the *Guilcar* on the 20th for Tientsin, and at 10 p.m. on 29th July, an official of the Customs went on board and took the said papers from the larder of the *Guilcar* without informing the owners and general manager of their intention. On Sunday, the 20th, about 10 a.m., the picnic party collected on board the *Guilcar* but went down the river instead of up, since word had leaked out that instructions had been issued to the police patrol boat to stop and if necessary fire on the *Guilcar* in order to stop her if any attempt were made to go up river. When this order was given the *Guilcar*, as on all occasions, was flying the red ensign of the British Mercantile Marine, and further this order was given in a Chinese port opened by treaty to the trade of the world through the energies of Great Britain. Many such events as these taking place in a treaty port in which the mercantile flag according to Customs returns, was represented last year as follows:—British 144, America 10, Germany 40, Norway 7, Sweden 1, Russia 2, Austria 3, Japan 181, and China 6 vessels, which indicated that Russia as far as trade interest in and around Newchwang is concerned, takes the second lowest position! Under such circumstances it is a pity, in the face of Russia's attitude, that the American Government should find it convenient to permit its sole Consul to the manner in which the war was conducted by the British, are of interest.

The commercial and financial effect of [the war], important as it is, by no means covers the case. There are times when an event becomes an epoch, and this is one of the occasions. The terms upon which peace was concluded reflect the highest honour on both sides, and especially to the victors. There has never been a serious doubt as to the final outcome of the conflict, but, meantime, the loss of life and treasure has been so prodigious that the spirit of revenge and reprisal might reasonably have been expected on the part of the final conquerors. The war was forced upon the British; to defend their rights (and those of other foreigners who had borne part in the development of the mineral wealth of the Transvaal) the British have spent hundreds of millions of dollars and given up thousands of lives. And yet it is safe to say that no conquered adversary has ever been treated so magnanimously and generous terms as have the Boers. This was but a notable sequel to the methods in which the British have conducted the war. So far as it was possible to do so the humane spirit prevailed. War is cruel at the best. Individual suffering—wholesale devastation, if you please—are necessary accompaniments of battles, of marches, and of sieges. Witness the march of Sherman to the sea in our civil war. Go back more than 100 years and read the orders of General Washington to the officers who were engaged against the Indians. But severity and destruction are not necessarily barbarism, and the Boer war has not been conducted on barbarous lines. Now, when the end has come, Great Britain has shown her stalwart manliness, her dignified and unquenchable courage, her generosity to a beaten foe, by a settlement upon such terms as we venture to say, have never been paralleled in the history of warfare. No indemnity is enforced or demanded for the enormous cost of the war, but, on the contrary, she advances money to put the conquered people on their feet once more. No estates are confiscated, but the burghers are to be helped back to comfort and prosperity. No enormous punishments are inflicted, but the leaders are taken into friendly conference to determine how best to prolong their own condition and reconquer their country's losses. As one writer has forcibly put it, "The Boer war has been the greatest act of the British character since the nation found itself pitted against Napoleon with his Continental system," and nobly has she stood the test. Not the least evidence of this is the present attitude of the men who have stood at the head and front of the Boer struggle through the stubborn contest. Brave and skilled beyond question, misled into prolonging the war by false hopes, an unfounded assurance of foreign intervention, they came at last to realise the hopelessness of its continuance.

Referring to the recent Emden speech of H.M. the Emperor, the *Novosti* writes: Germany's desire to maintain peace is the main guarantee of the present political situation; the desire for peace, however, is the Emperor's own work.

Great Britain has abandoned her sovereignty over Bay Island and retains British Honduras only.

The Pan-American Congress will be held on the 1st October in New York.

Baldwin, the famous explorer, states that he was successful in his attempt to reach the North Pole, as he only reached the 84.45 degree (Nansen reached the 85.12 degree). Baldwin will repeat his attempt next year.

The Hamburg Marine Court has laid the blame for the late fatal Elbe accident on the captain of the *Primus* who sailed his vessel in a wrong channel.

Germany's Navy Budget.

The semi-official *Norddeutsche Allgemeine Zeitung* states that the German Navy Budget for 1903 will be within the limits of the old Navy law of 1898.

AN AMERICAN VIEW OF THE BOER WAR.

The following is an extract from a monthly communication received from a well-known banking firm in New York. The views expressed, coming as they do from a foreign source, of the terms of peace granted to the Boers and of the manner in which the war was conducted by the British, are of interest.

The commercial and financial effect of [the war], important as it is, by no means covers the case. There are times when an event becomes an epoch, and this is one of the occasions. The terms upon which peace was concluded reflect the highest honour on both sides, and especially to the victors. There has never been a serious doubt as to the final outcome of the conflict, but, meantime, the loss of life and treasure has been so prodigious that the spirit of revenge and reprisal might reasonably have been expected on the part of the final conquerors. The war was forced upon the British; to defend their rights (and those of other foreigners who had borne part in the development of the mineral wealth of the Transvaal) the British have spent hundreds of millions of dollars and given up thousands of lives. And yet it is safe to say that no conquered adversary has ever been treated so magnanimously and generous terms as have the Boers. This was but a notable sequel to the methods in which the British have conducted the war. So far as it was possible to do so the humane spirit prevailed. War is cruel at the best. Individual suffering—wholesale devastation, if you please—are necessary accompaniments of battles, of marches, and of sieges. Witness the march of Sherman to the sea in our civil war. Go back more than 100 years and read the orders of General Washington to the officers who were engaged against the Indians. But severity and destruction are not necessarily barbarism, and the Boer war has not been conducted on barbarous lines. Now, when the end has come, Great Britain has shown her stalwart manliness, her dignified and unquenchable courage, her generosity to a beaten foe, by a settlement upon such terms as we venture to say, have never been paralleled in the history of warfare. No indemnity is enforced or demanded for the enormous cost of the war, but, on the contrary, she advances money to put the conquered people on their feet once more. No estates are confiscated, but the burghers are to be helped back to comfort and prosperity. No enormous punishments are inflicted, but the leaders are taken into friendly conference to determine how best to prolong their own condition and reconquer their country's losses. As one writer has forcibly put it, "The Boer war has been the greatest act of the British character since the nation found itself pitted against Napoleon with his Continental system," and nobly has she stood the test. Not the least evidence of this is the present attitude of the men who have stood at the head and front of the Boer struggle through the stubborn contest. Brave and skilled beyond question, misled into prolonging the war by false hopes, an unfounded assurance of foreign intervention, they came at last to realise the hopelessness of its continuance.

The Paris correspondent of a London evening paper states that "The election of M. Beau as successor to M. Doumer continues to cause a considerable amount of agitation in the political world. The fact is that M. Doumer, who is an extraordinarily able man, possessed of enormous will power, and oratorical powers of a high order, managed during the time that he was Governor of Indo-China to rub the Foreign Affairs people the wrong way. M. Doumer's methods, although he did not actually say so, were modelled on those of certain English colonial administrators of his acquaintance, for whom he did not attempt to conceal his hearty admiration. Now a man of real initiative always has a hard time of it in France, and M. Doumer, who pushed a line of policy entirely his own in Indo-China, did not, of course, escape the usual censure. That he left the colony in a much more prosperous condition than that in which he found it is incontrovertible. His worst enemies admit it. They accuse him, however, of extravagance, of dealing in a not too tactful manner with the natives, &c. The man's enormous vitality impresses one strongly, and irritability in a colonial administrator being exactly what the French are always crying out for, it seems a pity that a man possessed of that quality occupying an important colonial position should be immediately hounded down for personal and party motives. Why the nomination of M. Beau has been construed into a political blow for M. Doumer is that M. Beau has "Quai d'Orsay" stamped all over him in large letters. He is an intimate friend of Delcasse, under whom he served for some time, and it was exactly M. Delcasse who had always disapproved of the colonial policy of M. Doumer; so that his *protege's* nomination looks very much like a disavowal on the part of the Government of the latter's policy in the Far East. The *Quai d'Orsay* people, on the other hand, declare that the nomination of M. Beau is no reflection on M. Doumer whatever, that M. Pierre Baudin was first offered the post.

This is interesting, but evidently a very partial statement.

THE PARIS CORRESPONDENT OF A LONDON EVENING PAPER STATES THAT "THE ELECTION OF M. BEAU AS SUCCESSOR TO M. DOUMER CONTINUES TO CAUSE A CONSIDERABLE AMOUNT OF AGITATION IN THE POLITICAL WORLD. THE FACT IS THAT M. DOUMER, WHO IS AN EXTRAORDINARILY ABLE MAN, POSSESSED OF ENORMOUS WILL POWER, AND ORATORICAL POWERS OF A HIGH ORDER, MANAGED DURING THE TIME THAT HE WAS GOVERNOR OF INDO-CHINA TO RUB THE FOREIGN AFFAIRS PEOPLE THE WRONG WAY. M. DOUMER'S METHODS, ALTHOUGH HE DID NOT ACTUALLY SAY SO, WERE MODELLED ON THOSE OF CERTAIN ENGLISH COLONIAL ADMINISTRATORS OF HIS ACQUAINTANCE, FOR WHOM HE DID NOT ATTEMPT TO CONCEAL HIS HEARTY ADMIRATION. NOW A MAN OF REAL INITIATIVE ALWAYS HAS A HARD TIME OF IT IN FRANCE, AND M. DOUMER, WHO PUSHED A LINE OF POLICY ENTIRELY HIS OWN IN INDO-CHINA, DID NOT, OF COURSE, ESCAPE THE USUAL CENSURE. THAT HE LEFT THE COLONY IN A MUCH MORE PROSPEROUS CONDITION THAN THAT IN WHICH HE FOUND IT IS INCONTESTABLE. HIS WORST ENEMIES ADMIT IT. THEY ACCUSE HIM, HOWEVER, OF EXTRAVAGANCE, OF DEALING IN A NOT TOO TACTFUL MANNER WITH THE NATIVES, &C. THE MAN'S ENORMOUS VITALITY IMPRESSES ONE STRONGLY, AND IRRITABILITY IN A COLONIAL ADMINISTRATOR BEING EXACTLY WHAT THE FRENCH ARE ALWAYS CRYING OUT FOR, IT SEEMS A PITY THAT A MAN POSSESSED OF THAT QUALITY OCCUPYING AN IMPORTANT COLONIAL POSITION SHOULD BE IMMEDIATELY HOUNDED DOWN FOR PERSONAL AND PARTY MOTIVES. WHY THE NOMINATION OF M. BEAU HAS BEEN CONSTRUED INTO A POLITICAL BLOW FOR M. DOUMER IS THAT M. BEAU HAS "QUAI D'ORSAY" STAMPED ALL OVER HIM IN LARGE LETTERS. HE IS AN INTIMATE FRIEND OF DELCASSÉ, UNDER WHOM HE SERVED FOR SOME TIME, AND IT WAS EXACTLY M. DELCASSÉ WHO HAD ALWAYS DISAPPROVED OF THE COLONIAL POLICY OF M. DOUMER; SO THAT HIS PROTEGE'S NOMINATION LOOKS VERY MUCH LIKE A DISAVOWAL ON THE PART OF THE GOVERNMENT OF THE LATTER'S POLICY IN THE FAR EAST. THE QUAI D'ORSAY PEOPLE, ON THE OTHER HAND, DECLARE THAT THE NOMINATION OF M. BEAU IS NO REFLECTION ON M. DOUMER WHATEVER, THAT M. PIERRE BAUDIN WAS FIRST OFFERED THE POST.

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superintended by Englishmen. Always equal and generally superior to the work done anywhere else. *Estimates given*

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DATE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August
GLASGOW and LIVERPOOL	"PYRRHUS"	On 20th August
GLASGOW and LIVERPOOL	"DIOMED"	On 26th August
GLASGOW and LIVERPOOL	"JASON"	On 3rd September
GLASGOW and LIVERPOOL	"NESTOR"	On 10th September
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September
GLASGOW and LIVERPOOL	"KAISAR"	On 25th September
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September

TO	HOMEWARDS	DATE
LONDON and ANTWERP	"TELEMACHUS"	On 20th August
LONDON	"ANTENOR"	On 26th August
LONDON	"DARDANUS"	On 10th September
LONDON	"DIOMED"	On 18th September
LONDON	"JASON"	On 25th September
LIVERPOOL	"PYRRHUS"	On 20th September

The S.S. "PROMETHEUS" left Singapore on the 9th inst., a.m., and is expected here on the 14th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,

Hongkong, 13th August, 1902.

AGENTS, O. S. S. CO.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"HUBER"	On 13th August
CHEFOO and NEWCHANG	"HANGCHOW"	On 13th August
AMOI, SHANGHAI and CHINKIANG	"CHINKIANG"	On 14th August
SWATOW, AMOI and SHANGHAI	"CHANGCHOW"	On 16th August
MANILA	"SUNGKIANG"	On 23rd August
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE and ADELAIDE	"TSINAN"	On 23rd Aug. at 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th August, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	DEPARTING
TAMU, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 17th August
TAMU, VIA SWATOW	"DAIGI MARU"	SUNDAY, 24th August
FOOCHOW, VIA SWATOW	"T. KITANO"	August
ANPING, VIA SWATOW	"ANTUNG MARU"	WEDNESDAY, 13th August
AND AMOI	"K. SUZUKI"	August
AND AMOI	"MAIDZU MARU"	WEDNESDAY, 20th August
AND AMOI	"T. SATO"	August

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamu to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage, and further information, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 8th August, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR

PORTLAND, OREGON

OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN HONGKONG

INDRAPULHA 3,152 Hollingsworth Aug. 14, 1902

INDRASAMHA Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

[41]

REGULAR

STEAMSHIP SERVICE TO NEW

YORK

VIA PORTS AND SUEZ CANAL

WITH LIBERTY TO CALL AT PHILIPPINE

PORTS

PROPOSED SAILINGS FROM HONGKONG

1902

"ATHOLL" About 9th Aug.

"LENNOX" 24th Aug.

"HEATHBURN" 31st Aug.

"AFRIDI" 10th Sept.

"HILLGLEN" 20th Sept.

"RICHMOND CASTLE" 30th Sept.

"LOTHIAN" To follow.

"LOWTHER CASTLE" To follow.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 9th August, 1902.

[71]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

The Steamship

"GLENTERRE"

Captain R. Webster, will be despatched as

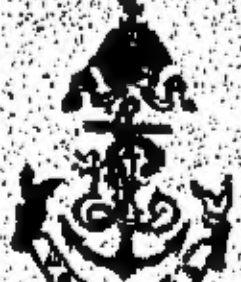
above on SATURDAY, the 16th August.

For Freight, apply to

McGREGOR BROS. & GOW.

Hongkong, 22nd July, 1902.

[1857]



AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR ROME AND TRIESTE

(DIRECT)

Calling at SINGAPORE, PENANG,

CALCUTTA, COLOMBO, ADEN,

SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS,

TO SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE and ADRIATIC PORTS.)

The Company's Steamship

"CHINA"

Captain Mera, will be despatched as above

on SATURDAY, the 16th August, 1902.

This Steamer has Capital Accommodation for

Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight

apply to

SANDER, WIELER & CO.,

Agents.

Prime's Buildings.

Hongkong, 22nd July, 1902.

[1900]

UNITED STATES AND CHINA JAPAN

REGULAR MONTHLY SERVICE

FROM JAPAN, CHINA, HONGKONG,

AND SINGAPORE

TO NEW YORK (VIA SUEZ CANAL).

THE following Steamship will be despatched

as above at monthly intervals, carrying

Cargo at current rates:—

PROPOSED SAILINGS FROM HONGKONG.

S.S. "INDRAMAYO" 15th Aug. 1902.

S.S. "INDRAMAYO" 15th Sept. 1902.

S.S. "INDRAMAYO" 15th Oct. 1902.

For Freight and further information, apply to

JARDINE, MATHESON & CO.,

Agents.



AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON"

Captain Klamberg, will leave for the above

places on SUNDAY, the 17th inst., at

DAYLIGHT.

This Steamer has capital accommodation for

Passengers, Electric Light and carries a

Doctor.

For Freight or Passage, apply to

SANDER, WIELER & CO.,

Agents.

Prime's Buildings.

Hongkong, 7th August, 1902.

[5]

CHINA NAVIGATION CO., LD.

HONGKONG TO

SYDNEY AND MELBOURNE

VIA USUAL AUSTRALIAN PORTS OF

CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY

—20 DAYS.

Saloon Passengers carried at SPECIALLY

REDUCED RATES, particulars of which

can be obtained on application to the

Underwriter.

NEXT SAILINGS.

"TSINAN" leaves on 23rd August.

"CHANGSHA" " 2nd September.

"CHINGTU" " 2nd "

"TAIYUAN" " 24th October.

Superior accommodation amidst Electric

Light throughout. Fitted with Refrigerators

which ensure a fresh supply of Ice and Pro-

visions during the entire voyage. Duly qualified

European Surgeons carried.

BUTTERFIELD & SWIRE

AGENTS

CHINA NAVIGATION CO., LD.

Hongkong, 1st August, 1902.

[1981]

NOTICES TO CONSIGNEE

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON"

FROM ANTWERP, LONDON, PORT

SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed at their risk into the

Hongkong and Kowloon Wharf and God-

owns Company's Godowns at Kowloon, where

each consignment will be sorted out-mark by

Mark, and delivery can be obtained as soon as

the Goods are landed.

This vessel brings on Cargo:—

From London, &c., via S. Peninsular.

Optional Goods will be landed here unless

instructions are given to the contrary before

2 P.M. To-day, the 11th inst.

Goods not cleared by the 16th inst., at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage ob-

tained from the Godowns Company who will

survey Goods at 11 A.M., on Tuesdays and

Fridays. Certificates of damage must be

obtained within ten days of the vessel's arrival

here, after which no claim will be recognised.

E. A. HEWETT,

Superintendent.

Hongkong, 11th August 1902.

[1]

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

SHANGHAI

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading for countersign-

ature, and to take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected by us in

any case whatever.

DODWELL & CO., LD.,

Agents.

Hongkong, 8th August, 1902.

[7]

IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT"

OF THE NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Tobacco and Valuables, are being

landed and stored at their risk into the God-

owns of the Hongkong and Kowloon Wharf and

Godowns Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 3 A.M.

To-day, the 6th inst.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after 12th inst. will be subject to

rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on TUESDAY, the 12th August, at

9.30 A.M., and THURSDAY, the 14th August

at 9.30 A.M.

All Claims must reach us before the 19th

August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the

undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 8th August, 1902.

[5]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from the above Ports, Con-

signees of Cargo by her are hereby informed

that their Goods will be delivered from along-

side.

Cargo impeding the discharge or remaining

